

In the Years to Come

Looking To the Future

Now we are looking ahead to the future and planning for the challenges that lie ahead. To do this, INDOT developed a long-range plan that acts as our roadmap for the future. This roadmap is intended to provide Hoosiers with the highest level of mobility and safety possible, and to meet the needs of economic development and quality of life for the next 25 years.

Public input is vital to the process of planning for the future. Therefore, INDOT has sought out the public's opinion throughout the planning process.

New System Definition

The 2000-2025 Long Range Plan created a new and simplified three tier highway hierarchy. The three tiers are the Statewide Mobility Corridors, Regional Corridors and Local Access Corridors.

Statewide Mobility Corridors serve as the connection between urban areas of 25,000 persons or greater in Indiana and neighboring states, provide macro-level



Looking up at the State Road 46 bridge in Columbus

Major projects

I-65 Design Build, Indianapolis--The two-year project included repairs to 19 bridges and the addition of two lanes, making I-65 six lanes from downtown to I-465 on the city's northwest side. This project was completed in late 2001.

I-70 / I-465 Design Build, Indianapolis--Eastbound I-70 to northbound I-465 will have an added third lane. Southbound I-465 to eastbound I-70 will have a new two lane fly-over ramp replacing the old one lane loop ramp. The last phase of construction is set to start in the second half of 2002.

Revive 65 Initiative, Southern Indiana--Revive 65 is an investment in improving a 10-mile stretch of Interstate 65 in southern Indiana from the Ohio River to Sellersburg. This heavily traveled, four-lane interstate, which was built in the late 1950s and 1960s, has deteriorated and needs rebuilding. It also needs additional lanes to safely meet ever-increasing traffic demands. Work is expected to conclude in 2004.

US-30/I-65 Design Build Project in Lake County--The rebuild will add a travel lane to I-65 making it three lanes in each direction. A travel lane will also be added to U.S. 30 making it four lanes in each direction. The estimated completion date is mid-2003.

accessibility to cities and regions around the state and play a vital role in economic development. These roadways carry long distance trips, heavier commercial vehicle flows and warrant upper level design standards, such as multiple travel lanes, railroad and highway grade separations and bypasses of congested areas.

Regional Corridors serve as a connection to smaller cities and regions, feed traffic to the Statewide Mobility Corridor and provide for regional accessibility.

Local Access Corridors serve intra- and inter-county short distance trips, provide access to local residences and businesses and provide access to rural areas and small towns.

Highway Needs 2000-2025

Traffic growth rates are used to identify future year traffic volumes based upon forecasted socio-economic growth. Over the 2000-2025 time period, statewide population is forecasted to increase 17 percent. Statewide employment is forecasted to increase 30 percent; however, travel demand is estimated to increase much more rapidly at 62

percent.

An Evolving Approach

Predicting the future is a difficult task. Therefore, INDOT's 2000-2025 Long Range Plan is an evolving document. The 25-year project listing contained within the full report is flexible. This plan will be amended periodically so that we can adapt to changing needs, priorities and fiscal realities. INDOT anticipates that the Long Range Plan will be formally updated every two years.

Together we can provide a safe, efficient, effective and reliable transportation system for all Hoosiers and those who pass between our borders here at the "Crossroads of America."

The INDOT 2000-2025 Long Range Transportation Plan, including detailed maps and project listings, is available on INDOT's web site at <http://www.in.gov/dot/publications/longrange/>